

# City of Lowell Multi-Family Design Standards

## (a). Introduction

It is the general purpose and intent of these design standards to foster the use and development of land in an orderly manner by both private and public interests in the City of Lowell with special consideration given to the appearance of the community and the health and welfare of its residents.

Specific purposes of these standards include the following:

1. To provide for the orderly and functional arrangement of land uses and buildings.
2. To establish standards for the orderly development and redevelopment within the City of Lowell.
3. To conserve and protect the taxable value of land and buildings in the City of Lowell.
4. To preserve, protect and encourage the development of buildings, groups of buildings and development sites of distinguished architectural character and appearance.
5. To avoid the deterioration of the health, sanitation, safety, and public welfare brought about by poor planning and by indiscriminate and unregulated construction of inferior and unsuitable buildings.

## (b). GENERAL PROVISIONS

### 1. PURPOSE

a. Quality Development. A quality development is one that is functional and pleasant for its residents, the neighborhood in which it is located, and the general public as well. Such a development starts with an investment in quality materials that will not rapidly decay, and a design that ensures ample privacy as well as amenities for residents.

Well designed developments will provide places for residents to meet and visit, open space located to take advantage of sunny exposures, and safe places for children to play. A high quality development will also contribute to an attractive streetscape by providing buildings with architectural detailing, entries that present themselves with an air of pride, and landscaping that adds color, texture and comfort to a neighborhood.

b. Neighborhood Compatibility. Good design ensures neighborhood compatibility by appropriate scale and massing adjacent to existing housing. Landscaping and the careful placement of windows and balconies for privacy help to create a pleasant environment.

c. Enhanced Security. Crime Prevention Through Environmental Design (CPTED) is a concept that ties building design as a crime prevention strategy. It is intended to reduce the opportunity for criminal behavior, reduce the incidence and fear of crime, reduce calls for police service, and improve the quality of life. It includes four (4) principles:

(1) Natural surveillance – the arrangement of space and buildings that enables residents to observe their surroundings. Natural surveillance increases safety by allowing residents to see trespassers and making a potential offender feel that they will be seen and report discouraging criminal behavior.

(2) Natural access control – the placement of walkways, building entrances, fences, landscaping, and lighting to discourage access to crime targets and create the perception of risk to offenders. Natural access control enhances safety through design, which reduces or supplements the use of more costly access control such as security guards and mechanical devices.

(3) Territorial reinforcement – extending the sense of ownership from the private residence to the nearby areas outside the dwelling through physical improvements such as fencing, pavement, landscaping and lighting. Clearly defined territory deters entrance by those with criminal intent and makes their actions more visible and likely to be reported by those who recognize the territory as their own.

(4) Maintenance – ensuring that buildings and grounds are maintained for resident safety, neighborhood aesthetics, and to reflect building management. Maintenance serves as an expression of ownership and allows continued use of the space for its intended purpose. Maintenance prevents a reduction of visibility from landscaping and obstructed or inoperative lighting. A clean and well-maintained site tells offenders that residents care about their surroundings and criminal behavior will not be tolerated.

## 2. APPLICATION

The provisions of this chapter shall apply to all multi-family developments of five (5) units or more on a single lot or tract throughout the City and that meet one (1) or more of the following thresholds:

a. All new construction requiring building permits; and/or

b. Major rehabilitation which shall include any renovation, restoration, modification, addition, or retrofit of a structure or site that exceed fifty percent (50%) of the current appraised value of any structure or site established by Benton or Washington Counties. Rehabilitation costs shall be aggregated over a five year period to determine whether the development is subject to these rules.

Major rehabilitation shall not include routine maintenance and repair of a structure or other feature on the surrounding site, such as roof replacement or general repairs to a parking area or other site feature.

c. Addition or alterations to a building or site, excluding interior-only improvements, which total fifty percent (50%) or more of the gross square footage of the existing building(s) or site.

### 3. Exemptions

From and after the effective date of this chapter the provisions herein shall apply to all pending large scale development plans and non-large scale development plans upon which no final decision has been made; provided, however, that where a public hearing has been held by the planning commission, such pending large scale development plan shall be processed in accordance with the law existing on the date of the public hearing and approval was granted.

### 4. Review Process

These Multi-Family Residential Complex Design Guidelines and Standards shall be applied in the normal review processes for large scale and non-large scale developments. A developer shall submit a site analysis and a site plan so that city staff can review the development plan for compliance with these guidelines and standards.

## (c) DESIGN GUIDELINES AND STANDARDS

### 1. SITE PLANNING

These guidelines and standards are intended to improve site planning to enhance the image of the City, provide strong neighborhood environments; and to develop site plans that maintain the local character, and use and incorporate such features and areas as community amenities, and provide useable open space, maintain significant natural areas, for the use and enjoyment by residents of the multi-family development.

a. Maximum Building Area Coverage. The maximum building area for multi-family developments zoning district shall be 40% of the land area. The maximum building area in these districts may be increased one (1) percent for each ten (10) percent of units having attached garages and provided that the average residential unit size for the total number of units within the project is a minimum of one thousand (1,200) square feet.

b. Attainable Density. A multi-family development that meets the minimum applicable design standards shall not exceed the density for the applicable zoning district as set forth below:

MDR, Medium Density Residential	8 dwelling units/acre
HDR, High Density Residential	20 dwelling units/acre

2. **MULTI-FAMILY PLAY AREA.** New multi-family developments containing eight (8) bedrooms or more shall be required to provide multi-family play areas.

3. **COMMON OPEN SPACE.** Creating areas of common open space that are easily accessed by residents provides focal points for community recreation and interaction and adds to the overall quality of life for residents. Given the environmental and recreational benefits of common open space, it should be integrated purposefully into the overall design of a development and not merely be residual areas left over after buildings and parking lots are sited.

a. **Common Open Space Required.** All new multi-family developments shall set aside twenty percent (20%) of the net site acreage as common open space for the use and enjoyment of the development's residents. The common open space shall be aggregated into meaningful, quality open spaces. Clustering of buildings is encouraged to minimize small, narrow, unassigned strips in front of and between buildings. Open space areas shall be clearly identified on the development plan. Such designated common open space may be landscaped for more formal courtyards or plazas, developed for active or passive recreation or in suitable areas may remain in a natural undisturbed state.

b. **Areas Not Allowed as Part of Common Open Space.** The following shall not count toward common open space set-aside requirements:

- Private lots, balconies and patios dedicated for use by a specific unit;
- Public right-of-way or private streets and drives;
- Open parking areas and driveways for dwellings;
- Land covered by structures except for ancillary structures associated with the use of open space such as gazebos and picnic shelters or as allowed in these guidelines;
- Designated outdoor storage areas
- Land areas between building of less than forty feet (40') except as otherwise provided in these guidelines;
- Strips along buildings, sidewalks, streets, parking lots and property lines less than twenty-five feet (25') in any dimension;
- Required perimeter setbacks; and
- Detention/retention facilities, including drainage swales, except that detention or retention areas and storm water management structures or facility may be used to meet up to one-hundred percent (100%) of the required common open space amount provided such areas or facilities are accessible and useable, as determined by the city, as year-round community amenities by the residents of the development (e.g., picnic areas, passive recreation areas, playgrounds, etc.) ponds for fishing and/or boating may count for up to fifty percent (50%) of the open space requirement.

c. Design Criteria for Open Space. All common open space lands shall meet the following design criteria, as relevant:

(1) Connectivity Required. To the maximum extent practicable, common open space shall be organized to create integrated systems of open space that connect with the following types of lands located within or adjacent to the development:

- Dedicated public park
- Dedicated school sites
- Other dedicated open spaces
- Common open space located adjacent to the development
- Portions of regional trail and open space system; and
- Neighborhood shopping and activity centers

(2) Compact and Contiguous. To the maximum extent practicable, common open space land shall be compact and contiguous unless the land is used as a continuation of an existing greenway, trail or other linear park, or unless specific topographic features require a different configuration. An example of such topographic features would be the provision of open space along a scenic creek.

(3) Accessible to Residents. Common open space shall be reasonably accessible to all of the residents of the development. At a minimum, pedestrian access to common open space shall occur every five-hundred feet (500') of linear length of common open space. Pedestrian access to common open space shall occur within five-hundred feet (500') of every dwelling unit in the development. Where provided, access to common open space shall be a minimum of twenty-five feet (25') wide and shall be located where such access is visible to dwelling units and shall not be isolated by walls, screening, landscaping, or any other kind of barrier that would prevent resident surveillance of the open space.

(4) Recreational Facilities. If an applicant constructs recreational facilities in the common open space as a community amenity, such recreational facilities shall be constructed in accordance with applicable city standards regarding, but not limited to, size, siting, use, materials, and similar matters.

(5) Design Criteria. Common open spaces, other than those permitted to be preserved as natural features or areas, should include gardens, courtyards, recreation, or play areas and shall contain at least three of the following features:

- Seasonal planting areas
- Adequate large trees

Adequate Seating  
Pedestrian-scaled lighting  
Gazebos or other decorative shelters  
Adequate play structures for children  
On-site Community recreation amenities.

(6) Fences/Walls on Perimeter of Private Yards and Balconies.  
Where common open space as part of the development is bordered by private rear or side yards interior to the development, opaque fences and wall shall not be erected in such yards bordering the open space. Open style fences, with a maximum fifty percent (50%) opacity (e.g., post and rail), shall be allowed on the perimeter of open space.

4. ON-SITE COMMUNITY RECREATIONAL AMENITIES. Community amenities and features such as picnic areas and tot lots offer convenient and inviting spaces for residents to gather and recreate. Community amenities shall provide areas for passive and active recreation, enhance the overall quality of development, and contribute to the character of the area.

Minimum Number of Amenities Required. Multi-family developments shall incorporate recreational amenities from the list in subsection “b” below in the following amounts, Multi-family developments with 5 to 20 dwelling units – 1 amenity; Multi-family developments with 20 to 150 dwelling units – 2 amenities; Multi-family developments with more than 150 dwelling units – 3 amenities; and an additional one (1) amenity for each additional 150 units

Amenities can not be duplicated until three different ones have been used.

Allowable Recreational Amenities.

Swimming pool  
Golf course  
Resident clubhouse  
Two (2) tot lots with a minimum size of five-hundred square feet (500') per lot  
Basketball, volleyball, or other sport court  
Two (2) picnic areas, with a minimum size of five-hundred square feet (500') per area, and including a minimum of two (2) picnic tables and one (1) barbeque grill/pit per area  
Other amenity approved by city.

Credit against Common Open Space Requirement. The land area developed for such recreation amenities shall be credited toward the common open space requirements set forth above.

5. MIX OF HOUSING TYPES. Developing a mix of housing types creates greater housing choices for residents as well as opportunities for more diversity within a community. Developments should be encouraged to provide a range of housing types to promote a diverse community of mixed ages, family-types, and incomes.

(d) SITE LAYOUT AND DEVELOPMENT PATTERNS

Site layout and building orientation often define the focus of activity that occurs at the front door or along the street. The layout of the site establishes the sense of community for a neighborhood by providing opportunities for people to gather. These standards are intended to use site planning and building orientation to:

Ensure that buildings relate appropriately to surrounding developments and streets and create a unified visual identity for the neighborhood and attractive street scene;

Promote efficient site layout in terms of vehicular and pedestrian circulation patterns:

Ensure occupant's privacy through careful arrangement of buildings within a multi-family development (e.g., address sightline of window-to-window in adjacent buildings, limit building's primary orientation to parking lots).

Incorporate site planning principles, into the design of new multi-family development to lessen the likelihood of crime within the development.

1. BUILDING ORGANIZATION – individual buildings within a multi-family development may be oriented to:

- a. Multi-family buildings shall be clustered or grouped to form neighborhoods.
- b. Multi-family buildings shall be organized around a common open space, public open space, natural features located on the site, or community amenities such as swimming pools or other recreational facilities.
- c. To the maximum extent practicable, buildings shall be oriented or arranged in a manner to enclose required common open spaces.
- d. Primary perimeter streets, including arterials and collectors; or
- e. Through access drives.

2. BUILDING ORIENTATION TO THE STREET

- a. To the maximum extent practicable, buildings along a public street shall be oriented to avoid multiple parallel orientations to a public street. Instead, a variety of building orientations, including perpendicular and canted, or intervening open spaces should be provided to lessen the mass of buildings along the street.
- b. Multiple buildings may line up parallel to a public street if:  
A building entrance faces the perimeter street,  
Individual building length along the street frontage is a maximum of one hundred twenty-five feet (125'); and

Common open space is centrally located in the interior of the site and accessible by all units.

3. ORIENTATION TO INTERIOR PROPERTY LINES – along interior property lines, multi-family buildings shall be oriented to a more perpendicular rather than parallel direction to adjacent lower-density residential uses or zoning districts, or to adjacent commercial or industrial uses or zoning districts.

4. MINIMUM BUILDING SEPARATION – the minimum separation between multi-family buildings, including accessory buildings shall comply with building and fire codes as adopted by the City.

5. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN Multi family development site planning should integrate the principles of “Crime Prevention through Environmental Design,” (CPTED) to the maximum extent practicable. Applicants shall incorporate ten (10) of the items listed below with at least two (2) from items “a-c” and one from item “d”. Applicants are encouraged to consult with the Lowell Police Department and the Planning Department regarding implementation of CPTED principles to multi-family developments. These principles include:

a. Natural Access Control

Balcony railings not made of solid opaque material or more than forty-two inches (42”) high.

Common building entrances have locks that automatically lock when the door closes

Hallways well lit.

No more than four apartments share the same entrance.

Stairwells centrally located.

Access to the building limited to no more than two (2) points

Cylinder dead bolts installed on all exterior doors

b. Natural Surveillance

Exterior door visible from the street or by neighbors

All doors that open to the outside well lit

All four façades have windows

Visitor parking designated

Parking area visible from windows and doors

Parking areas and pedestrian walkway well lit

Recreation areas visible from a multitude of windows and doors

Stairwells well lit and open to view; not behind solid walls and roofing

c. Territorial Reinforcement



Property lines defined by landscaping or post and pillar fencing  
Low shrubbery and fencing allowing visibility from the street  
Building entrances accentuated by architectural elements, lighting  
and/or landscaping  
Door knobs be forty inches (40") from window panes All buildings  
and residential units clearly identified by street address  
numbers that are a minimum of five inches (5") high, and  
well lit at night  
Common doorways have windows and key controlled by residents

d. Activity Support. Create activity support by placing new or existing activities in an area so that individuals engaged in a particular activity become part of the natural surveillance of other areas.

#### (e) VEHICULAR AND PEDESTRIAN CIRCULATION AND ACCESS

1. INTENT – these guidelines and standards are intended to:
  - Create a hierarchy of street and drives for new multi-family development.
  - Design street and drives to create identifiable, safe neighborhood environments.
  - Provide safe and efficient vehicular circulation patterns within and between developments.
  - Use internal drives to define and protect important views.
  - Provide safe, identifiable pedestrian circulation patterns within and between developments.
  - Incorporate landscaping details into pedestrian systems to provide visual interest and complement neighborhood character.

#### 2. VEHICLE ACCESS AND CIRCULATION

- a. Internal Drive Hierarchy – the organization of the internal drive system in a multi-family development should provide a hierarchy of three types of drives:
  - Low-volume, residential drives that serve individual building clusters, which feed into
  - Collector drives that distribute traffic within the development and connect separate building clusters, which then access
  - Through-access drives that typically connect to the development's perimeter and to the public street system.
- b. Internal Drive Design – residential and collector drive design within a multi-family development shall be designed to encourage building clusters that define identifiable neighborhoods within the multi-family development. The internal drive network should respond to topography, intended traffic speed, pedestrian usage and safety, and views. Excessively straight and

wide drives encourage high traffic speed and do not have a residential scale. Internal drive design within a multi-family development's boundaries shall comply with the following guidelines and standards:

(1) The internal drive system should be arranged to utilize both parallel and perpendicular streets in identifiable blocks or clusters, as well as occasional curvilinear or diagonal streets, except where sensitive natural areas would be unduly disturbed by such a pattern. "T" intersections are also encouraged in locations where views of important public spaces or natural or open areas can be highlighted.

(2) To the maximum extent practicable, drives should follow the natural contours of the site.

(3) Internal drives shall be twenty-four feet (24') wide.

c. Vehicle Access and Circulation – primary vehicle access to a multi-family development shall be from an arterial or collector streets. To the maximum extent practicable, unless required for emergency access, a multi-family development shall not have primary vehicle access from a local street that also serves single-family residences. Large multi-family developments shall have multiple primary access points from arterial or collector streets as follows:

(1) Developments with 100 dwelling units shall provide a second primary access into the development.

(2) One additional primary access is encouraged for each additional 100 dwelling units, or portion thereof, over 350 dwelling units.

d. Vehicle Connections – a multi-family development should not become an isolated island in the surrounding community. Instead, to reduce vehicle congestion and offer greater connectivity between adjacent residential neighborhoods and other uses, the following standards shall apply:

(1) The internal drive system shall connect to the perimeter public street system to provide multiple direct connections to and between local destinations such as parks, schools, and shopping.

(2) Interconnectivity – the internal drive system shall connect to the perimeter public street system to provide for both intra- and inter-neighborhood connections to knit separate developments together, rather than forming barriers between them. Accordingly, the internal drive system shall provide vehicle connections, other than primary vehicle access, to each adjoining residential or collector street.

(3) Multi-family developments greater than five (5) acres shall include a minimum of one (1) "through-access drive," which typically shall be a private drive but may be a dedicated street, with sidewalks and landscaped planting strips

between the sidewalk and curb. The through-access drive shall be continuous through the site, and connect to a perimeter public street on either end. The design of all through-access drives shall be consistent with, and aligned with, residential drives of through-access drives in adjacent existing or planned development sites.

### 3. PEDESTRIAN ACCESS AND CONTROL

- a. Minimum Width – all on-site pedestrian walkways and sidewalks shall be a minimum of five feet (5') wide, except walkways adjacent to a parking area, where cars may overhang the walkway, shall be a minimum of seven feet (7') wide.
- b. Pedestrian Connections – an on-site system of pedestrian walkways shall be designed to provide direct access and connections to and between the following:
- c. The primary entrance or entrances to each principal multi-family building;
- d. To any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the multi-family development;
- e. Any sidewalk system along the perimeter streets adjacent to the multi-family development;
- f. Any adjacent commercial land uses, including but not limited to retail shopping centers, office buildings, restaurants, or personal service establishments; and
- g. Any adjacent public park, greenway, or other public or civic use including but not limited to schools, places of worship, public recreational facilities, or government offices.
- h. Connections to Primary Entrances – in addition to the connections required in subsection C.3.b. above, on-site pedestrian walkways shall connect each primary entrance of each principal multi-family building to the following:
  - Parking areas or parking structures that serve the principal multi-family building;
  - Community amenities, such as swimming pools, community centers, other recreational facilities, or common open space; and
  - Sub-community facilities intended to serve the particular multi-family building, such as mail centers.
- i. Connections to Perimeter Street – connections between the on-site (internal) pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided a spacing of 1,000 to 1,500 feet along the perimeter street. In this way, pedestrians along the perimeter public streets will be able to find a sidewalk connection into the interior walkway system without walking more than one-quarter ( $\frac{1}{4}$ ) mile along the perimeter street.
- j. Connection Markings – each point at which the on-site pedestrian

walkway system must cross a parking lot or internal street or driveway to make a required connection shall be clearly marked through the use of change of paving materials, height, or distinctive colors.

#### 4. PARKING

a. **INTENT** The following parking standards for multi-family developments are intended to reduce the predominance and visibility of parking lots and covered parking from perimeter streets; improve the appearance of parking lots, especially through increased landscaping; and ensure that dwelling units have convenient access to parking.

b. **Parking location and layout**

(1) To the maximum extent feasible, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.

(2) Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than thirty percent (30%) of each perimeter public street frontage.

(3) To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape.

(4) To the maximum extent practicable, each multi-family development shall have sufficient parking that meets the requirements set forth above, plus guest parking spaces, in a location convenient to the buildings the spaces are intended to serve. Through-access drives shall be free of designated parking spaces.

c. **CARPORTS AND DETACHED GARAGES**

Carports and detached garages shall be limited to one-hundred-twenty feet (120') in length.

No more than four (4) detached garage structures or two (2) carport structures shall be located adjacent to each other end-to-end. The minimum separation between adjacent detached parking structures (detached garages or carports) shall be ten feet (10'), and such separation area shall be landscaped as set forth below. A pedestrian access-way may be included within the separation area.

d. **ATTACHED GARAGES**

(1) To the maximum extent practicable, the driveway leading to each individual unit's garage shall not exceed a grade of seven percent (7%).

(2) A minimum driveway length of twenty feet (20') shall be

provided leading to the garage door to allow sufficient area for vehicles to be parked without interfering with internal circulation.

## (f) BUILDING DESIGN

These building design standards are intended to create and add to the visual interest of Lowell's streets; to ensure quality and consistency in building architectural character and style; to ensure compatibility with adjacent development, as applicable; to avoid featureless building massing; to provide building design details to reduce the visual scale of large multi-family buildings; to achieve unity of design through the use of similar materials; to ensure use of building materials that are durable and attractive; to encourage the provision of private open space for residents' enjoyment; and to ensure accessory structures are compatible in design with the primary buildings they serve.

### 1. BUILDING FORM/HEIGHT

- a. Intent – these standards are intended to provide a distinctive, quality, consistent, architectural character and style in new multi-family development that avoids monotonous and featureless building massing and design; and ensures building design and architectural compatibility within a multi-family development. As applicable, new building design should respect the context of adjacent residential neighborhoods, including the height, scale, mass, form, and character of surrounding development.
- b. Building Length/Number of Townhome Units – the maximum length of a multi-family residential building shall be two hundred feet (200') and no more than six (6) townhome dwelling units shall be attached in any single row.
- c. Building Mass
  - (1) Multi-family building design should incorporate visually heavier and more massive elements at the building base, and lighter elements above the base. A second story should not appear heavier or demonstrate greater mass than that portion of the building supporting it.
  - (2) All buildings should be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof surfaces of fifty feet (50') or more are prohibited. At least every fifty linear feet (50'), wall and roof planes shall contain offsets or setbacks with a differential in horizontal plane of at least four feet (4').
  - (3) Building Form – building mass, height, and bulk and width-to-height ratio must be similar in scale and in proportion to buildings within five-hundred (500) feet.

- (4) Walls and Façades. A single uninterrupted length of a building façade should not exceed fifty feet (50'). Recesses, off-sets, angular forms, curved or stepped walls, projecting vestibules from the plane of the wall, or other features should be used to provide a changing and visually interesting shape. Vertical elements such as towers, cupolas, and chimneys are recommended.
- (5) Windows. The approximate size, orientation and spacing of windows should match that of buildings within five hundred (500) feet, unless existing buildings do not meet the design standards of this chapter. Windows are permitted with a recommended width-to-height ratio of between one (1) to one (1) and four (4) to one (1). Vertical windows are permitted with a recommended maximum width-to-height ratio of one (1) to two (2). Windows should be recessed and include visually obvious sills. Spaces between windows should be formed by columns, mullions, or material found elsewhere on the façade.
- (6) Rooflines. Rooflines should be consistent with the surrounding neighborhood character. Pitched roof forms (gable, hip, shed) with overhanging eaves should be used with between five inches (5") of vertical rise to twelve inches (12") of horizontal run, and twelve inches (12") of vertical rise to twelve inches (12") of horizontal run. Metal roofing may be permitted. Mansard, mock mansard, or barrel roofs are discouraged. Dormer windows are recommended. Distinctively shaped roof forms, detailed parapets, and exaggerated cornice lines should be incorporated into rooflines along building façades greater than one-hundred feet (100'). Roof top mechanical equipment must be screened by the roof form.
- (7) Main Entrances. Main entrances should be emphasized with larger doors and framing devices such as deep overhangs, recesses, peaked roof forms, porches or arches.

d. BUILDING MATERIALS – building materials must be consistent with the surrounding neighborhood character. Building materials on any façade must be of natural materials conveying permanence. All ground floor levels must be of recommended materials. All façades must be a minimum of fifty percent (50%) recommended materials with the balance being of one or more acceptable materials. Gable and window areas are excluded from this calculation.

- (1) Recommended Materials – brick masonry; concrete masonry; or stone.
- (2) Acceptable Materials -- split face, scored, or ground face block;

- cementitious fiberboard siding, EIFS, vinyl siding.
- (3) Discouraged Materials -- smooth face block; vinyl siding found inconsistent with the design of the building; metal siding (standing seam panels, aluminum siding, wood siding).
  - (4) Accent Features --discouraged materials shall not be used except for decorative or accent features only.
  - (5) Other materials not listed above may be approved by the Planning Commission on a case by case basis.
  - (6) Colors -- the following natural colors should be used for the main portions of the building façades and roof forms: neutral earth tones (sand to brown); shades of gray; traditional colors (e.g., brick red, forest green, navy blue); light, subdued hues (e.g., salmon); or white. Contrasting, accent colors which are compatible with the primary colors listed above are encouraged for trim, accent, and other decorative architectural features. The use of bright or fluorescent colors (e.g., purple, orange, pink, lime, and yellow) is discouraged.

e. PRIVATE OUTDOOR SPACES -- outdoor porches, patios, screened private areas are encouraged.

f. ACCESSORY STRUCTURES

- (1) Intent -- the following standards are intended to integrate accessory structures into the overall design of a multi-family development in order to be compatible with the primary building they serve.
- (2) Design Compatibility Required -- detached garages and carports and other accessory structures, including but not limited to grouped mailboxes, storage and maintenance facilities, recreation facilities, picnic shelters, and gazebos, shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multi-family building, except that flat and shed roofs are prohibited.
- (3) Articulation of Rear Walls -- rear walls of detached garages and carports that back onto the perimeter street shall be articulated through the use of one or more of the following elements: windows; a trellis; or a variety of roof planes.

(g) LANDSCAPING AND SCREENING

- 1. INTENT Landscaping, which is a visible indicator of quality development, shall be an integral part of every multi-family project, and not merely located in leftover portions of the site.

Landscaping is intended to visually tie the entire development together,

Define major entryways and circulations (both vehicular and pedestrian) and parking patterns, and, where appropriate, help buffer less intensive adjacent land uses.

Incorporate plant species found through the region, applicants should refer to Landscape code of the Lowell zoning ordinances (Sec. ) regarding recommended species of trees.

Use planting patterns to aid surveillance and minimize the potential for crime.

Maintain visibility of doors and windows from the street and from within the development.

## 2. ENTRYWAY LANDSCAPING

- a. Entryway landscaping announces and highlights entries into the development for the visiting public, and may contrast with or soften hard lines of architecture.
- b. Development entryways shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
- c. Planting shall be massed and scaled as appropriate for the entryway size and space.
- d. Landscaping should break down in scale and increase in detail, color, and variety to mark entryways into developments
- e. Landscaping at street intersections and driveway corners shall “pull back” to open sight lines into the site and to create corner features.

## 3. PARKING LOT LANDSCAPING

- a. Intent -- Parking lot landscaping is intended to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate any negative acoustic impacts of motor vehicles.
- b. Minimum Requirement. Parking lot landscaping shall meet the requirements as set forth in Chapter 56 of the Springdale Code of Ordinances.

## 4. PERIMETER PARKING AREA – perimeter parking lot landscaping and screening is used to mitigate the negative on- and off-site visual and acoustic impacts of motor vehicles and shall meet the requirements set forth in Sec. 8.201 and 8.202.

## 5. BUILDING FOUNDATION LANDSCAPING

- a. Building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground cover for a minimum width of three feet (3') to a hard surface with the exception of access points.
- b. Planting shall be massed and scaled as appropriate for the entryway size and space.



- c. Landscaping should break down in scale and increase in detail, color and variety to mark entryways into developments.

#### 6. SERVICE AREA SCREENING

- a. Service areas create visual and noise impacts on surrounding uses and neighborhoods. These standards visually screen on-site service areas, including trash collection areas, from public rights-of-way and adjacent uses.
- b. To the maximum extent feasible, trash containers and collection areas shall be oriented toward rear service corridors. Trash collection or compaction areas shall be located a minimum of thirty feet (30') from any public street right-of-way, public sidewalk, or ten feet (10') from any property line.
- c. Trash containers and collection areas shall be screened from public view on at least three sides with a solid fence or wall constructed of cedar, redwood, masonry or other compatible building material, and shall be appropriately landscaped.

#### 7. MECHANICAL/UTILITY EQUIPMENT SCREENING

- a. Mechanical and utility equipment can detract from the quality of a development and the character of the area. These standards mitigate the negative visual and acoustic impacts of mechanical and utility equipment systems located in a multi-family development.
- b. Mechanical/utility screening shall be an integral part of the building structure and architecture and not give the appearance of being "tacked on" to the exterior surfaces.

#### 8. FENCING AND WALLS

- a. Intent – while fences and walls are often necessary to buffer uses, they can create a visually monotonous streetscape. These standards provide fencing and walls that are visually appealing, complement the design of the overall development and surrounding properties, and provide visual interest to pedestrians and motorists.
- b. Applicability – this subsection applies to all perimeter fences and walls.
- c. Setbacks and Height
  - (1) Solid screening fences must be setback a minimum of fifteen feet (15') from an adjacent public right-of-way.
  - (2) Solid screening fences no greater than three feet (3') in height or see-through fences must be setback a minimum of four feet (4') from an adjacent public right-of-way.
  - (3) No setback is required for fences on an interior property line.
  - (4) Unless otherwise restricted, the maximum height of a fence or wall shall be eight feet (8').

- d. Materials –walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and ornamental metal. Other materials will be considered on a case-by-case basis. Chain link fencing shall not be allowed.
- e. Breaks for Connection – breaks in the length of a perimeter fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development, such as perimeter sidewalks and public trails.
- f. Maximum Length – the maximum length of continuous, unbroken, and uninterrupted fence or wall plan shall be fifty feet (50'). Breaks in the fence plans shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.
- g. Landscaping – the setback area between a fence or wall and the public street shall be landscaped and irrigated with sod, shrubs, and/or trees. Use of landscaping beyond the minimum required in these standards is strongly encouraged to soften the visual impact of fences and walls.

#### (h) LIGHTING

- 1. INTENT Eliminate adverse impacts of light spillover; provide attractive lighting fixtures and layout patterns that contribute to a unified exterior lighting design; and provide exterior lighting that promotes safe vehicular and pedestrian access to and within a development, while minimizing impacts on adjacent properties.
- 2. PLAN REQUIRED Applicants shall submit a unified lighting plan for all multi-family developments subject to this chapter.
- 3. PEDESTRIAN WALKWAY LIGHTING – pedestrian level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on building or landscape walls shall be used to light pedestrian walkways.
- 4. LIGHTING HEIGHT – light poles, and lighting structures shall be no more than twenty feet (20') high. Bollard type lighting shall be no more than four feet (4') high. Building-mounted lighting shall be limited to accent lighting used to illuminate architectural features with a maximum height of twenty feet (20'). Building mounted lighting shall not be permitted to illuminate parking lots/areas. Interior and exterior lighting shall be uniform to allow for surveillance and avoid isolated areas.
- 5. ILLUMINATION LEVELS – pedestrian areas, driveway, and parking areas shall be illuminated to a minimum average of 1 foot-candle.
- 6. DESIGN OF FIXTURES/PREVENTION OF SPILLOVER GLARE – light fixtures shall use full cut-off lenses or hoods to prevent glare and light spill off the project site into adjacent properties, buildings, and roadways.
- 7. COLOR OF LIGHT SOURCES – lighting fixtures shall be color-correct types such as halogen or metal halide to ensure true color at night and ensure visual comfort for pedestrians.

(i) SIGNAGE

1. INTENT To provide a balanced system of sign regulation to facilitate an easy and pleasant communication between people and their environment and to avoid the visual clutter that is potentially harmful to traffic and pedestrian safety, property values, and community appearance.

2. PROJECT IDENTIFICATION SIGN

Project identification signs for a multi-family residential development may be permitted at each vehicular entrance to the development. All project identification signs shall be located on the premises of the development. Where a project is situated on both sides of a public or private street, one project identification sign may be located on each side of the street, or, alternatively, one project identification sign may be located in a landscaped median with the approval of the Planning Commission. Signage must comply with requirements of Sec. 8-159.4.

(j) MAINTENANCE FOR GOOD APPEARANCE

1. INTENT – It is the intent of these guidelines and standards to ensure that buildings and grounds are maintained for resident safety, neighborhood aesthetics, and to reflect building management. Maintenance serves as an expression of ownership and allows continued use of the space for its intended purpose.

2. SITE MAINTENANCE

- a. Landscape materials, other than plant materials, which have deteriorated or have been damaged or defaced, shall be properly repaired or replaced.
- b. Plant materials that have deteriorated or died shall be replaced with healthy planting, or the area shall be redesigned with other treatment to provide an attractive appearance.
- c. Plant materials shall be kept watered, fed, cultivated, and pruned as required to give a healthy and well-groomed appearance during all seasons.
- d. Parking areas shall be kept in good repair, properly marked, and clear of litter and debris.
- e. Open space shall be kept free of refuse and debris, and shall have the vegetation cut periodically during the growing seasons.
- f. All required screening shall be kept in good repair and graffiti free.
- g. All required signage shall be kept in good repair.
- h. Vegetation and landscaping shall be maintained in a manner that does not obstruct security lighting.

3. BUILDING MAINTENANCE

- a. Buildings and appurtenances, including signs, shall be cleaned, painted or repaired as required to present a neat appearance.
- b. Deteriorated, worn, or damaged buildings and appurtenances shall be

rebuilt or replaced.

- c. Building signs and numbers shall be repaired or replaced to maintain identification of all structures.
- d. Any and all graffiti shall be promptly removed.

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